

Lat: 34.200610 Lon: -118.350563 Alt: 712 ft. Truck HD: 191 deg Date/Time SR1 ready for operation: 26 January 2010 2000 UTC

Site: BUR Airport, Burbank CA

Note taker: Kevin Manross (NSSL)

Time (UTC)	Event
26/1810	Arrived at truck to start generator and let it run. $\sim 3/8$ of a tank of fuel left; Some water flushed out of compressor via bleeder valve both last night and this morning
26/2038	Started IOP8 scanning using VCP12 (regular).
	NOTE: Ran several scans of VCP12 last night with *no* Reverse Power faults. However, I did receive a fault that the comms were lost to the antenna. RCP Reset did no good. Antenna continued to rotate until I hit the big red switch. Performed a reboot of the system and everything worked fine.
26/2132	System seems stable so far (fingers crossed). Called LOX to let them know we had started.
26/2143	Precip started at the radar site. Let's hope those seals stay pressurized!
26/2154	Running a loop at 1.8 deg elevation to track one of he more intense cores approaching from my SSE. Notice an echo at about 10 deg azimuth (starting at 2130z and running at least until 2150z) that tracks toward the radar. Noticing it on the 0.5 deg tilt on the website also. Am guessing it is a sidelobe – lined up with cab sector
27/0007	Received an "Antenna Packet Communication dead" fault. Received this last night. Will try RCP Reset, but anticipate rebooting
27/0013	Had to hit the antenna kill button (big red button) to stop antenna rotation. Rebooting system (CRVP). Hate that we'll lose 20+ minutes as the transmitter warms up again.
27/0035	Scanning resumed. Looks like I may have missed the best (i.e., heaviest precip) part of the day – or at least a significant portion of it
27/0156	Best area of precip is east of the SFBA. Light showers remain. Will shut down the radar after the top of the hour volume scan is completed.
27/0205	IOP 8 End.